

IN THE SPECIFICATION:

Please amend the specification of the application as follows:

Please amend the abstract as follows:

Motor brake device for a turbocharged internal combustion engine with an at least two-stage charge system, which includes at least one high-pressure stage as well as at least one low-pressure stage connected on the exhaust gas side downstream of the high-pressure stage and on the charge air side is provided upstream, with at least one exhaust gas line connected with the outlet channels of the internal combustion engine and connected downstream of the internal combustion engine, with at least one first closing body, which is provided in an area of the exhaust gas line downstream of the high-pressure stage and/or the low-pressure stage, wherein the first closing body is constructed in such a manner, that the exhaust gas flow-through ~~flow-through~~ and thereby the ~~there-from-dependent~~ pressure in the exhaust gas line dependent therefrom is ~~so~~ variable in such a manner, that thereby the motor brake power can be variably adjusted as required.

Please amend paragraph [00015] of the application as follows:

[00015] In accordance therewith there is provided:

- A motor brake device for a turbocharged internal combustion engine, with an at least two-stage charge system, which includes at least one high pressure stage as well as at least

- one low pressure stage downstream in the direction of the exhaust of the high-pressure stage and/or the low-pressure stage, and upstream in the direction of the charge air side, with at least one exhaust pipe provided downstream of the internal combustion engine and connected with the outlet channels of the internal combustion engine, with at least one closing or blocking body, which is provided in the exhaust pipe downstream of the low-pressure stage relative to the direction of flow of the exhaust gas, wherein the closing body is of such a design, that the exhaust gas flow-through, and the pressure in the exhaust line dependent thereon, is changeable in such a manner that thereby the motor braking power is variably adjustable as needed ~~(patent claim 1)~~.
- A process for operating a motor brake device for a turbocharged internal combustion engine, which by means of a control device adjusts the value of a first pressure in the exhaust pipe upstream of the high-pressure turbine depending upon the braking mode ~~(patent claim 18)~~.
 - An internal combustion engine with a motor block, which includes at least one cylinder and includes at least one charge air inlet and at least one exhaust gas outlet, with a charge system capable of functioning as a braking device ~~(patent claim 24)~~.

Please amend paragraph **[00026]** of the application as follows:

[00026] In accordance with the invention a variable closing device **30**, for example, one first closing body, is provided,

which is shown here in the form of a controllable or adjustable valve. The closing device 30 can however be a braking flap, a throttle flap, pusher or the like. The valve 30 is adjustable ~~via~~ via an adjusting element 31 connected with the control valve 30. The closing device 30 can be made controllable or adjustable via a control or adjusting device not shown in Fig. 1. The function of such a control or adjusting device is described in the following in greater detail on the basis of Fig. 6.

Please amend paragraph [00027] of the application as follows:

[00027] In distinction to Fig. 1, the device according to Fig. 6 additionally includes an exhaust gas recirculation line 32. The exhaust gas recirculation line 32 branches from the exhaust line 20, which comes out of the exhaust collecting line 6, and branches in the charge air line 25, which connects the high-pressure compressor 14 with the charge air collector line 5. The particular advantage of the arrangement shown in Fig. 2 is comprised therein that on the basis of the pressure relationship in the exhaust lines 6, 20 as well as the charge air lines 5, 25, ~~ne neither~~ return valve ~~or nor~~ one-way valve need be provided and beyond this, as will be described in the following, it is not even necessary.

Please amend paragraph [00031] of the application as follows:

[00031] For the optimal adaptation of the two-stage turbocharger 10 to the operating condition of the internal combustion engine 1, there is provided in each channel 13A, 13B of the two-staged twin volute pressure turbine 13 a bypass line

in preferably symmetric connection. These respectively branch from the separate pipes **20A**, **20B** which are exhaust gas connecting pipes, circumvent the dual volute turbine **13** and interface for the same impact on the single volute low-pressure turbine **16** in the common line **21**. Each bypass line **33A**, **33B** is provided with a ~~pipe switch~~ second closing body (as distinguished from the first closing body 30) **34A**, **34B** downstream of the branch, for example in the form of a pipe switch or control valve. These pipe ~~switches~~ switches **34A**, **34B** are advantageously integrated into the exhaust gas connecting pipe or manifold or in the housing of the high-pressure turbine **13** and can be sliders, valves, flaps, restrictors, dampers or the like and for example can be controlled individually or collectively via a programmed unit, for example a CPU.

Please amend paragraph **[00048]** of the application as follows:

[00048] In Fig. 6 nevertheless a throttle or restrictor **35** is provided in the exhaust gas recirculation line **32**, via which the exhaust gas mass flow can be supplementally dosed via the return gas line **32** with suitable control. Thereby the motor characteristics can be targetedly influenced, in that for example the motor operation values with respect to the harmful emissions (N_{ox} , NO_x , CO , CO_2) and with respect to the fuel consumption can be substantially optimally adjusted. A particular advantage of this inventive exhaust gas recirculation is comprised therein, that the exhaust gas flow is already achieved solely by the pressure drop of pressure gradient between the exhaust gas side and charge air side. Thus is it completely sufficient, to provide merely a flow through restrictor in the exhaust gas recirculation line **32**, wherein however this also - as already mentioned above - can be

U.S. Application No. 10/606,974
AMENDMENT A

Attorney Docket: DKT00071

omitted without noticeable compromise of the function of the brake assist device.

Please amend paragraph [00051] of the application as follows:

[00051] Finally, the invention is not exclusively limited to diesel internal combustion engines with a straight six-cylinder arrangement but rather can also be applied to various internal combustion engines with a varied number of cylinders. Further, in a conventional manner, a catalyst or catalytic converter can be located in line with and downstream of the turbocharger.